

Amendments to the Claims:

Cancel claims 2, 3, 6, 11 and 12, without prejudice.

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (currently amended) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement, said first friction lining having a radially inner side provided with at least one radially inward facing first ~~opening~~ recess, said first recess being continuously open over an entire circumferential length thereof at a continuous circumference of said radially inner side extending between ~~with~~ an inflow area and an outflow area for the passage of transport medium, ~~each said first opening being open continuously between said inflow area and said outflow area.~~

2. (cancelled)

3. (cancelled)

4. (currently amended) [[A]] The bridging clutch ~~as in~~ of claim 1, further comprising a second converter component having a second friction area, said friction lining carrier carrying a

second friction lining and being situated axially between said first and second converter components so that second friction lining and said second friction area can be shifted into working connection by means of said engaging movement and can be separated by means of said disengaging movement, said second friction lining having a radially inner side provided with at least one radially inward facing ~~second opening~~ respective recess with an inflow area and an outflow area for the passage of transport medium, each said ~~second opening~~ respective recess being open continuously between said inflow area and said outflow area, ~~each said first recess of said first friction lining second opening~~ being axially aligned with a ~~respective said first opening recess of said second friction lining~~, said carrier having at least one second recess which forms a flow connection between respective said ~~first and second openings~~ recesses of said first and second friction linings.

5. (currently amended) [[A]] The bridging clutch as in of claim 4, wherein each said second recess is located within a circumferential area over which ~~the respective said openings~~ recesses of said first and second friction linings extend.

6. (cancelled)

7. (original) A bridging clutch as in claim 1 further comprising a second converter component having a second friction area, said friction lining carrier carrying a second friction lining which is axially opposed from said first friction lining, wherein said second friction lining and said first friction area can be shifted into working connection by means of said engaging movement and can be separated by means of said disengaging movement, said second friction

lining having a radially inner side provided with at least one radially inward facing second opening with an inflow area and an outflow area for the passage of transport medium, each said second opening being open continuously between said inflow area and said outflow area.

8. (original) A bridging clutch as in claim 7 wherein said friction lining carrier has an annular shape with an inner circumference, each said first opening being axially aligned with a respective said second opening and being shaped and dimensioned as the axially aligned second opening, whereby a flow connection is established between the openings at said inner circumference of said carrier.

9. (original) A bridging clutch as in claim 1 wherein each said opening in the friction lining has a radially outer contour which proceeds radially inward in opposite circumferential directions from a crest point to said inflow area and said outflow area, wherein the friction lining does not have a radial boundary for the opening on the radially inner side of the outer contour of the opening.

10. (original) A bridging clutch as in claim 9 wherein said friction lining carrier has at least one recess aligned with a respective said at least one opening, each said recess having a radially outer contour which proceeds radially inward in opposite circumferential directions, wherein the friction lining carrier does not have a radial boundary for the opening on the radially inner side of the outer contour of the recess.

11. (cancelled)

12. (cancelled)

13. (currently amended) A bridging clutch as in claim ~~12~~ 19 wherein the opening in each said lining is circumferentially larger than the opening in the respective said recess.

14. (currently amended) A bridging clutch as in claim ~~12~~ 19 wherein the radially outer contour of each said opening terminates at its inflow and outflow area at the same radial points as the outer contour of the respective said recess terminates at its inflow and outflow area.

15. (new) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement,

said first friction lining having a radially inner side provided with at least one radially inward facing first recess with an inflow area and an outflow area for the passage of transport medium, each said first recess being open continuously between said inflow area and said outflow area,

said friction lining carrier having at least one second recess aligned with a respective said at least one first recess, each said second recess essentially conforming to the respective first recess in shape and dimensions.

16. (new) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement,

said first friction lining having a radially inner side provided with at least one radially inward facing first recess with an inflow area and an outflow area for a passage of transport medium, each said first recess being continuously open over an entire circumferential length thereof at said inner side between said inflow area and said outflow area,

said friction lining carrier having at least one second recess aligned with a respective said at least one first recess, each said second recess essentially conforming to said first recess in shape, but having smaller dimensions than said first recess.

17. (new) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement,

said first friction lining having a radially inner side provided with at least one radially inward facing first recess with an inflow area and an outflow area for the passage of transport

medium, each said first recess being continuously open over an entire circumferential length thereof at a continuous inner circumference of the radially inner side between said inflow area and said outflow area,

wherein said friction lining carrier is free of interruptions in an area over which each said first recess extends.

18. (new) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement,

said first friction lining having a radially inner side provided with at least one radially inward facing first recess with an inflow area and an outflow area for the passage of transport medium, each said first recess being open continuously between said inflow area and said outflow area and having a radially outer contour which proceeds radially inward in opposite circumferential directions from a crest point to said inflow area and said outflow area, wherein the first friction lining does not have a radial boundary for said first recess on the radially inner side of the outer contour of the second recess,

said friction lining carrier having at least one second recess aligned with a respective said at least one first recess, each said second recess having a radially outer contour which proceeds radially inward in opposite circumferential directions, wherein the friction lining carrier does not

have a radial boundary for the first recess on the radially inner side of the outer contour of the second recess,

said outer contour of each said second recess being essentially coincident with the radially outer contour of the respective first recess.

19. (new) A bridging clutch for a hydrodynamic torque converter, said bridging clutch comprising:

a first converter component having a first friction area; and

a friction lining carrier carrying a first friction lining, wherein said first friction lining and said first friction area can be shifted into working connection by means of an engaging movement and can be separated by means of a disengaging movement,

said first friction lining having a radially inner side provided with at least one radially inward facing first recess with an inflow area and an outflow area for the passage of transport medium, each said first recess being open continuously between said inflow area and said outflow area,

each said first recess in the first friction lining has a radially outer contour which proceeds radially inward in opposite circumferential directions from a crest point to said inflow area and said outflow area, wherein the first friction lining does not have a radial boundary for said first recess on the radially inner side of the outer contour of the second recess,

said friction lining carrier having at least one second recess aligned with a respective said at least one first recess, each said second recess having a radially outer contour which proceeds radially inward in opposite circumferential directions, wherein the friction lining carrier does not

have a radial boundary for the first recess on the radially inner side of the outer contour of the second recess,

wherein said crest point of the radially outer contour of each said first recess in said friction lining is radially outside of the crest point of said respective second recess in the friction lining carrier.